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1. [] Comment. Information on the intended reconstruction of this bridge was transmitted previously. []

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2. [] Comment. Information on the planned reconstruction of this bridge, which is on Highway No 166, was reported previously, []

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[] . The completion date for the reconstruction of the bridge is late 1954.

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3. [] Comment. This combined railroad and road bridge was on the Bad Freienwalde-Zehden railroad line and [] on Highway No 158. The reconstruction of the road bridge is planned for 1955/1956. The reconstruction of the railroad bridge appears improbable, because it is on a single-track branch line which has lost any importance in conjunction with the existing demarcation line between East Germany and the Polish administered part of Germany.

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4. [] Comment. These two bridges are on the Wriezen-Jaedickeendorf railroad line respectively on a class II road. The reconstruction of the railroad bridge is planned for 1953. [] The realization of this project involves the reconstruction of the line section from Wriezen as far as the Oder River.

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5. [] Comment. This railroad bridge is operated single-track. The construction of a second track on the bridge, which was scheduled to be completed by 31 December 1953, was delayed by a shortage of materials.

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6. [] Comment. This bridge has been reconstructed.

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7. [] Comment. This temporary bridge was constructed after the end of the war, probably for the duration of reconstruction work on the former road bridge in Frankfurt/Oder. As it obstructs shipping, it may be dismantled after the completion of this bridge and of the autobahn bridge.

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8. [] Comment. The reconstruction of this bridge is scheduled to be completed in 1953.

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9. [] Comment. This bridge has been operated double-track since 8 December 1952.

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10. [] Comment. Work on the construction of the autobahn bridge has been started. It is scheduled to be completed by late 1954.

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11. [] Comment. This bridge is still destroyed. With regard to the importance of the new Foundry Combine East near Fuerstenberg, the reconstruction of the bridge does not appear improbable. []

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[] preliminary designs for its reconstruction had to be submitted to the Directorate General Railroads, Berlin, by 31 July 1953.

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